

Proposed Residential Development
Land off Top Road, Summerhill

MACBRYDE HOMES

Pedestrian Route Audit Report
October





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Contents

1	INTRODUCTION	1
1.1	Preamble.....	1
1.2	Scope of Report	1
2	DEVELOPMENT SITE AND PROPOSALS	2
2.1	Introduction	2
2.2	Development Site	2
2.3	Local Highway Network.....	2
2.4	Development Proposals.....	5
2.5	Vehicular Access	6
2.6	Pedestrian and Cycle Access.....	7
3	ACCESSIBILITY BY NON CAR MODES	9
3.1	Introduction	9
3.2	Accessibility Summary.....	10
4	PEDESTRIAN ACCESSIBILITY	12
4.1	Introduction	12
4.2	Key Destinations.....	12
4.3	Pedestrian Route Audit	16
4.4	Pen y Maes Health Centre	16
4.5	Londis on First Avenue	18
4.6	Bryn Alyn School.....	18
4.7	Heulfan School.....	19
4.8	Gwyn Evans Leisure Centre	19
4.9	Bus Stops on First Avenue.....	20
4.10	Lidl on Old Mold Road	20
4.11	Gwersyllt Station	21
4.12	Pedestrian Surveys.....	22
4.13	Walking Route Summary	22
5	ACCIDENT ANALYSIS	26
5.1	Introduction	26
5.2	Accident Review	26
5.3	Accident Summary	27
6	CONCLUSIONS.....	28



Contents

PLANS

Plan 1 - Site Location (from TA)

Plan 2 - Site Layout (from TA)

Plan 3 - Vehicular Site Access and Improvements (Drawing Number 1772-Fo5)

Plan 4 - Pedestrian Route Plan (Drawing Number 1772-Fo4 REV B)

Plan 6 - Pedestrian Catchment Plan (from TA)

APPENDICES

Appendix 1 - Pedestrian Survey Data



1 INTRODUCTION

1.1 Preamble

1.1.1 Croft have been instructed by MacBryde Homes to advise on the traffic and transportation issues relating to proposals to develop a site for residential purposes on land off Top Road in the Summerhill area of Wrexham.

1.1.2 A formal Transport Assessment has been prepared and submitted in support of a planning application for residential development at the site for 82 residential dwellings. The planning application was submitted in August 2017 and remains undetermined until the outstanding issues have been satisfactorily resolved.

1.1.3 The only outstanding highways issue is agreeing a suitable pedestrian access strategy for the site.

1.1.4 As such, this report has been prepared in support of the planning application and provides information on the pedestrian access and accessibility issues at the site. It will form supplementary information to assist in the determination of the current planning application.

1.2 Scope of Report

1.2.1 Following this introduction, Section 2 of this report describes the development site, the proposals, the local highway network and the proposed vehicular access arrangements.

1.2.2 Section 3 briefly summarises the non-car accessibility analysis and Section 4 will provide a detailed audit of the pedestrian routes to the various key 'day to day' amenities within the vicinity of the site.

1.2.3 Section 5 will draw together the conclusions to this report.



2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

- 2.1.1 This section of the report will describe the site and existing highway conditions and provide details of the development proposals.

2.2 Development Site

- 2.2.1 The development site is located around 4 kilometres north west of the centre of Wrexham. The location of the development in relation to the local area is shown in **Plan 1**.
- 2.2.2 The site is bordered to the north by the recent residential development of Westminster Rise/Bryn San Stefan, to the east by Top Road, to the south by existing residential properties fronting Chestnut Close and to the west by Moss Wood.
- 2.2.3 The predominant land use in the vicinity of the site is residential with areas of open space.
- 2.2.4 The site is currently occupied by Chestnut Height Stables and is used for the grazing of horses.
- 2.2.5 Vehicular access into the site is provided via an informal 3.0-metre-wide track which runs from the priority junction of Summerhill Road/Top Road/Bottom Road.

2.3 Local Highway Network

- 2.3.1 Top Road runs in approximate north-south alignment along the eastern frontage of the site. In the vicinity of the existing site access, Top Road forms the minor arm of the priority junction with Summerhill Road/Bottom Road. It should be noted that Top Road runs at a very acute angle to Summerhill Road which creates a substandard junction in terms of its width, alignment and visibility.



- 2.3.2 Top Road is subject to a 30mph speed limit and has a carriageway width which varies between approximately 4.2 and 5.0 metres. There is no pedestrian provision along Top Road and limited street lighting along its length.



Figure 2.1 – View along Top Rd from the Junction of Summerhill Rd/Top Rd/Bottom Rd

- 2.3.3 To the south of the site, Summerhill Road continues in a north-south alignment and provides access to numerous residential access roads. Approximately 250 metres south of the site, Wheatsheaf Lane and Moss Road form the minor arms of a staggered crossroad with Summerhill Road.



Figure 2.2 – View of Summerhill Road/Wheatsheaf Lane/Moss Road Junction

- 2.3.4 Summerhill Road is subject to a 30mph speed limit in the vicinity of the site and has traffic calming in the form of chicanes and speed cushions at various intervals along its length, specifically at narrow points in the carriageway. Between the site and Wheatsheaf Lane, Summerhill Road has carriageway width of approximately 6.0 to 7.0 metres. No pedestrian footways are present along Summerhill Road for a distance of around 175 metres to the south of the site, however, this section of road is lightly trafficked and, from the south, traffic calming is provided on entry to this section of highway.
- 2.3.5 Wheatsheaf Lane provides a residential distributor road which links to the A541 Mold Road. Wheatsheaf Lane is traffic calmed with a carriageway width of approximately 7.5 metres with pedestrian footways on both sides of the carriageway. Wheatsheaf Lane provides the main route for vehicles travelling to and from the site to the north on the A541 Mold Road and for pedestrians travelling towards Gwersyllt urban village centre.



- 2.3.6 South of Wheatsheaf Lane, Summerhill Road continues in a southerly direction for approximately 2.0 kilometres where it forms the fourth arm of the A483/A541 Mold Road/Summerhill Roundabout. Along this length of Summerhill Road, the carriageway width and pedestrian provision varies due to topography and existing development, however, in the residential zones, the narrow points in the carriageway are controlled by traffic calming.



Figure 2.3 – View of Summerhill Road showing Existing Traffic Calming

2.4 Development Proposals

- 2.4.1 The proposals would provide 82 residential dwellings, comprising a mix of sizes.
- 2.4.2 Car parking is provided for all dwellings, normally within the curtilage of the properties and either at the front or side of the dwelling. All properties will have a minimum of two parking spaces.
- 2.4.3 The proposed layout of the site is presented in **Plan 2** and has been designed to accord with Manual for Streets.



2.5 Vehicular Access

- 2.5.1 The vehicular access into the site will be via a priority controlled junction onto a realigned Top Road. The access has been designed in accordance with residential design standards but to ensure that the route is also suitable for buses, the loop road will have a carriageway width of 7.3 metres, 2 metre footways on either side and 12 metre corner radii, to ease the movement of buses through the junction.
- 2.5.2 Alterations are proposed to the existing junction of Summerhill Road/Top Road/Bottom Road to ensure that a suitable access and will provide a significant improvement to the local highway network, as well as improving safety.
- 2.5.3 Top Road will be re-aligned so that it sits at a 90-degree angle to Summerhill/Bottom Road. The realigned road would sweep into the application site and re-join the existing Top Road to the north.
- 2.5.4 Footways of 2 metres in width will be provided along the western side of the re-aligned section of Top Road which will continue within the site, segregated from the road by a 2 metre grass verge. An additional footway of 2 metres in width is also proposed that will run adjacent to the old section of Top Road, with dropped kerb provision to connect pedestrians to the existing footway on the other side of Bottom Road.
- 2.5.5 This will provide a much improved and safer pedestrian environment, not only for residents at the development but for the wider community as well.
- 2.5.6 In addition, vehicular access to Ridge Mount (existing property to the south of the site) will be improved as new land will be dedicated to the property in order to provide a newly aligned driveway access onto Top Road.



2.5.7 Some improvements to the pedestrian network along Summerhill Road had been previously considered, although these have been the subject of on-going discussions with the Council, as there is potential for these works not to be required. Hence, this report has been updated and additional information provided, such as the pedestrian surveys that have been undertaken.

2.5.8 The agreed proposed site access and associated footway improvement works detailed above and previously considered improvements to Summerhill Road are shown in Plan 3.

2.6 Pedestrian and Cycle Access

2.6.1 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access point into the development from Summerhill Road/Top Road as well as via a number of other connections to existing footpaths in the area.

2.6.2 The internal layout of the site will be designed to provide linkages between the site and the existing right of ways located in the vicinity of the development site and all existing rights of way will be maintained.

2.6.3 Consideration has also been given to the Active Travel Act which was passed in 2013. The Act states that "*Active travel means walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys. It's about building a healthier, more sustainable way of getting around into our everyday lives*".

2.6.4 The Act set out an aim to make walking and cycling the most natural and normal way of getting about for short journeys.

2.6.5 The key provisions of the Act are:

- Ensuring that plans are in place for active travel networks that connect key places, such as schools and workplaces, to where people live.



- Setting a quality standard so the routes on the network are: safe, comfortable, continuous and direct.
- Requiring promotion of active travel and continuous improvement of the network.

2.6.6 The proposed improvements to the local road and footway network in the vicinity of the site and along the site frontage will significantly improve the current walking and cycling environment in line with the above and will allow the number of sustainable trips to and from the development to be maximised, thus contributing to a highly sustainable development



3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by;

"Encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment; and*
- *between transport measures and policies for education, health, social inclusion and wealth creation".*

3.1.2 Land use planning can help to achieve the Welsh Government's objectives for transport through:

- *reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;*
- *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
- *improving accessibility by walking, cycling and public transport;*
- *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
- *promoting walking and cycling;*
- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*



- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site was considered by the following modes of transport in the Transport Assessment:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

3.2 Accessibility Summary

3.2.1 The following conclusions can be drawn from this section of the Transport Assessment:

- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area.
- The pedestrian infrastructure in the vicinity of the site will be significantly enhanced as part of the development proposals.



- It has been demonstrated that the site is accessible by cycle, with the surrounding roads catering for cyclists.
- The close proximity of bus stops on Top Road and Summerhill Road, offering frequent services to Wrexham, show that the proposed development can be accessed by bus.
- The site is accessible via rail with Gwersyllt train station located around 1.6 kilometres from the site.

3.2.2 In light of the above, it is considered the site is accessible by non-car modes and will cater for the needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

3.2.3 However, the detail of the pedestrian routes that informed this conclusion will be considered in more detail in the following section of this Report.



4 PEDESTRIAN ACCESSIBILITY

4.1 Introduction

- 4.1.1 This section of the report will provide firstly a range of key 'day to day' amenities that are within the vicinity of the site and secondly will provide an audit of the shortest available pedestrian routes between the site and these amenities, how pedestrians would travel along these routes and whether there are any deficiencies in the footway network that might constrain pedestrian accessibility.

4.2 Key Destinations

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 4.2.2 It is likely that the primary pedestrian desire lines will be to the south east of the site towards Gwersyllt village centre.
- 4.2.3 Pedestrian provision will be significantly enhanced as part of the development proposals with new pedestrian footways/footpaths provided on Top Road. In addition, links to existing footpaths GWE/7 and GWE/8 will be provided.
- 4.2.4 Footpath GWE/7 runs to the north the site between Top Road to the east, and the Golf Club within Moss Valley to the west. The footpath also links with the existing housing estates of Westminster Rise/Bryn San Stfan. The scheme proposes a new opening within the boundary wall along the northern edge of the site to provide a link from the application site to footpath GWE/7. This opening of the site allows a greater permeability through the site into the wider area.



4.2.5 The existing Footpath GWE/8 runs to the east of the site between Top Road (to the west) and Bottom Road (to the east). The footpath lies between the Vicarage Close and Plas Alyn Crescent housing developments. The scheme proposes a safe crossing point from the development to this footpath. This would provide new residents and existing local residents with a direct route to the centre of the settlement and local schools as well as towards Gwersyllt village centre.

4.2.6 The existing public right of way network is shown in **Figure 4.1** below:

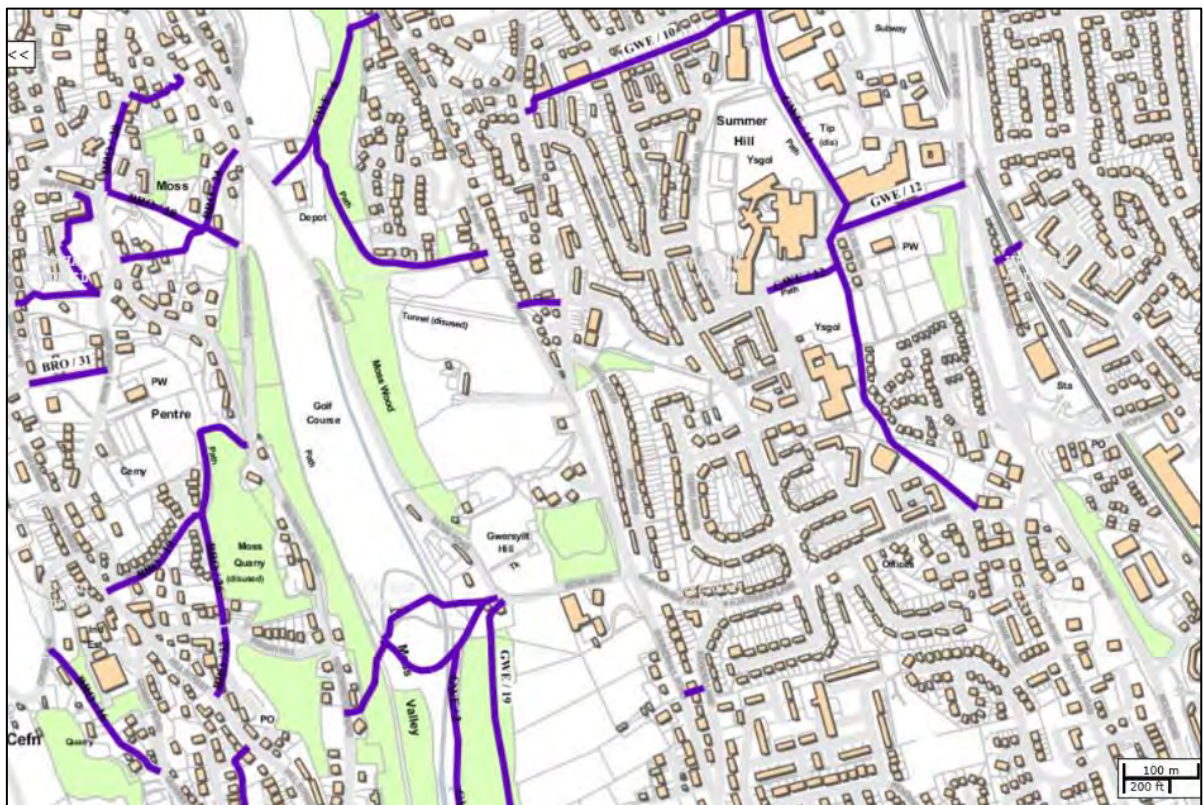


Figure 4.1 – Existing Public Rights of Way



- 4.2.7 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.
- 4.2.8 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 76% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.9 **Plan 6** (for ease of reference this has been given the same Plan number as in the TA) shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.10 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 6.
- 4.2.11 The 2 kilometre pedestrian catchment shows that the entirety of Summerhill can be accessed along with areas such as Brynteg and Gwersyllt. Many amenities are also situated within the 2 kilometre catchment including a Lidl supermarket, Home Bargains, Crown Inn Public House, Iceland Foods, WHSmith Local, Gwersyllt dental care, Pen y Maes Health Centre, Moss Valley Golf Club, Holy Trinity Church and Gwyn Evans Leisure Centre.
- 4.2.12 As illustrated, the development site benefits from being located within close proximity to a range of local amenities with the largest choice of facilities being located in Gwersyllt village centre.



- 4.2.13 **Table 4.1** below, shows the approximate walking distance from the centre of the site to the local retail stores and other nearby key amenities in the vicinity of the site:

Local Amenity	Distance (metres)
Heulfan School	510
Bus Stops on First Avenue	580
Londis Store	620
Pen y Maes Health Centre	780
Gwyn Evans Leisure Centre	810
Lidl Supermarket	1,290
Gwersyllt Rail Station	1,290
Bryn Alyn School	1,510

Table 4.1 - Distance from Site to Local Facilities

- 4.2.14 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including primary services, as well as retail and healthcare facilities.
- 4.2.15 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.



4.3 Pedestrian Route Audit

4.3.1 Following on from the consideration of pedestrian accessibility above, this section of the report will consider the pedestrian access routes to the various key 'day to day' amenities were referred to in Section 4.2 above.

4.3.2 The key amenities considered in this Report are as follows, and includes the routes to the nearest shops, schools, health facilities and public transport hubs:

- Pen y Maes Health Centre.
- Londis on First Avenue.
- Bryn Alyn School.
- Heulfan School.
- Gwyn Evans Leisure Centre.
- Bus Stops on First Avenue.
- Lidl on Old Mold Road.
- Gwersyllt Station.

4.3.3 The routes from the site to each of these amenities is considered in detail below and they are marked up on **Plan 4** with various photographs showing particular sections of roads, footways and footpaths along each of the various routes. The distances and approximate walking times are also shown on the plan.

4.4 Pen y Maes Health Centre

4.4.1 The Pen Y Maes Health Centre is located at the northern end of First Avenue. There are a couple of potential pedestrian routes to the health centre. The shortest route involves walking north along Top Road and then turning right onto Hill Street. However, if pedestrians used the slightly longer route, by around 50 metres or 35 seconds walking time, starting off on Bottom Road there is a far better pedestrian infrastructure available.



- 4.4.2 This route would start off at the junction of the site and Top Road and would then involve crossing onto the eastern side of the road immediately to a footway of around 1.7 metres wide. The development proposals include crossing facilities across Bottom Road in the form of dropped kerbs and tactile paving as part of the improved Site Access/Top Road/Bottom Road junction arrangements, shown on Plan 3. Conflicts at this junction would also be substantially reduced improving the safety of all highway users.
- 4.4.3 At the junction of Bottom Road/Bryn Coed a pedestrian is then required to cross onto the northern side of Bryn Coed onto an existing footway of around 2 metres wide for a distance of around 50 metres until they reach a public right of way which runs between Bryn Coed and Heol Y Coed. This is around a metre wide and is surfaced and although there is a level difference between the two ends it seems well used and direct. This section is not currently lit.
- 4.4.4 A pedestrian then needs to cross Heol Y Coed onto the northern side to utilise an existing footway of around 2 metres wide east until its junction with First Avenue.
- 4.4.5 The Health Centre is then around 450 metres north of this junction on the eastern side of First Avenue where there is an existing footway.
- 4.4.6 As such, there is no impediment to walk between the site and the Pen Y Maes Health Centre using the existing and proposed pedestrian infrastructure.
- 4.4.7 However, improvements could be promoted along the existing surfaced right of way in the form of a contribution to the Council, via a Section 106 agreement, for them to either widen the route to say 2 metres wide or provide some low-level lighting to enhance the attractiveness of this route during hours of darkness.



4.5 Londis on First Avenue

4.5.1 The Londis convenience store is also located on First Avenue. The pedestrian route from the site to the Londis store would be the same as the route to the Pen Y Maes Health Centre described in the previous section, albeit that the Londis store is located around 180 metres further south on the eastern side of First Avenue.

4.5.2 As such, there is no impediment to walk between the site and the Londis store using the existing and proposed pedestrian infrastructure. Furthermore, any improvements to the Public Right of Way (PRoW) will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.6 Bryn Alyn School

4.6.1 The Bryn Alyn School is located on Bryn Glas to the east of the site. Again, the pedestrian route to the school from the site will involve the same route as for the Health Centre and Londis store detailed above.

4.6.2 A pedestrian would need to cross First Avenue between the junctions of Heol Y Coed and Bryn Glas and then travel along the southern side of Bryn Glas before crossing into the school entrance. Bryn Glas has footways of around 2 metres wide on both sides of the road.

4.6.3 As such, there is no impediment to walk between the site and the Bryn Alyn School using the existing and proposed pedestrian infrastructure. Furthermore, as stated above, any improvements to the PRoW will enhance the attractiveness of this route for all pedestrians not just those from the development site.



4.7 Heulfan School

- 4.7.1 The Heulfan School is located off Sunny View to the east of First Avenue. The most direct route to the school is utilising the same initial pedestrian infrastructure across Bottom Road and then onto Bryn Coed. A pedestrian would then walk along the existing surfaced public right of way but would turn right before they reached the junction with Heol Y Coed and walk along another surfaced right of way where it meets with First Avenue.
- 4.7.2 The route then crosses First Avenue immediately and onto Heol Pedr where footways existing on both sides of the road of around 2 metres wide. At the eastern end of Heol Pedr is a pedestrian entrance to the school.
- 4.7.3 As such, there is no impediment to walk between the site and the Heulfan School using the existing and proposed pedestrian infrastructure. Again, any improvements to the PRoW will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.8 Gwyn Evans Leisure Centre

- 4.8.1 The Gwyn Evans Leisure Centre is located to the north-east of the site off Heol Cefn.
- 4.8.2 The pedestrian route from the site to the leisure centre would be the same as for the Pen Y Maes Health Centre up to the junction of First Avenue and Heol Cefn which is around 100 metres south of the Health Centre. Pedestrians would then need to cross onto the eastern side of First Avenue and then proceed along either side of Heol Cefn where footways of around 2 metres wide exist on both sides.



- 4.8.3 As such, there is no impediment to walk between the site and the Gwyn Evans Leisure Centre using the existing and proposed pedestrian infrastructure in particular when one factors in the potential improvements to the PRoW which will enhance the attractiveness of this route for all pedestrians not just those from the development site.

4.9 Bus Stops on First Avenue

- 4.9.1 The nearest bus stops to the site are located on Summerhill Road and Top Road. However, slightly further afield, but still within the 400 metre guideline distance from the site, ie a 5 minute walk, are further bus stops on First Avenue. These serve the additional number 23 service that runs between Wrexham town centre, Gwersyllt and Summerhill.
- 4.9.2 These bus stops exist on First Avenue both north and south of the junction with Heol Y Coed and can be reached using the same route as for the Health Centre, Leisure Centre and Londis for the ones to the north of Heol Y Coed and the same route as for the Heulfan School.
- 4.9.3 As such, there is no impediment to walk between the site and the bus stops on First Avenue using the existing and proposed pedestrian infrastructure. Again, this route will benefit from the potential improvements to the PRoW detailed above.

4.10 Lidl on Old Mold Road

- 4.10.1 The Lidl store is located on Old Mold Road. The shortest pedestrian route using the road network within the area is to travel south from the site along Summerhill Road. However, an alternative route is available via First Avenue.
- 4.10.2 The route would travel along the new section of footway along Summerhill Road to the south until its junction with Wheatsheaf Lane.



- 4.10.3 The route would then turn left onto the northern side of Wheatsheaf Lane until it reaches the A541. Between Wheatsheaf Lane and Hope Street, the A541 has a footway/cycleway along the eastern side that connects to the signalised junction of the A541 and Hope Street which include formal staggered pedestrian crossing facilities across both the Heulfan Way and northern A541 arms of the junction. This allows a direct pedestrian route across this junction and onto a short section of Old Mold Road and then into the Lidl store site.
- 4.10.4 As such, there is no impediment to walk between the site and the Lidl store using the existing and proposed pedestrian infrastructure, albeit using a slightly longer (50 metres) pedestrian route to avoid the limited pedestrian infrastructure on Summerhill Road. Furthermore, this route will benefit from the potential improvements to the PRow detailed above.

4.11 Gwersyllt Station

- 4.11.1 Gwersyllt railway station is located to the south-east of the Lidl store on Hope Street.
- 4.11.2 A pedestrian would utilise the same route as for the Lidl store but would carry on along the Old Mold Road northern footway and then into the station car parking area which is around 80 metres further east.
- 4.11.3 As such, there is no impediment to walk between the site and Gwersyllt railway station using the existing and proposed pedestrian infrastructure, albeit using a slightly longer (150 metres) pedestrian route to avoid the limited pedestrian infrastructure on Summerhill Road. In addition, this route will also benefit from the potential improvements to the PRow detailed above.



4.12 Pedestrian Surveys

4.12.1 In order to establish the current usage of Summerhill Road, pedestrian surveys were undertaken between 0700hrs and 1900hrs at the junction of Top Road/Bottom Road/Summerhill Road, as follows;

- Wednesday 2nd October 2019; and
- Saturday 5th October 2019.

4.12.2 The results of the survey are contained within **Appendix 1**.

4.12.3 The results show that during the Wednesday, over the course of the day (12 hours) there were approximately 20 southbound trips and 17 northbound trips along Summerhill Road.

4.12.4 The number of observed pedestrians along Summerhill Road during the Saturday survey was lower, with around 13 southbound trips and 14 northbound trips.

4.12.5 As confirmed by the pedestrian surveys undertaken, the number of pedestrians walking along Summerhill Road on a typical weekday and a Saturday are low, suggesting that existing residents in the area currently utilise other routes to access local shops and facilities.

4.12.6 In light of the above, given the very low number of existing pedestrians, it is considered that the previously proposed footway improvements are no longer required, as there are alternative routes available for residents to use.

4.13 Walking Route Comparison

4.13.1 As part of the audit, consideration has also been given to the difference in walking distances to 4 of the local destinations i.e. those located to the south-east of the site.



4.13.2 These were potentially identified as being;

- Premier Store on Wheatsheaf Lane
- Bus Stops on First Avenue.
- Lidl on Old Mold Road.
- Gwersyllt Station.

4.13.3 The comparable walking distances are shown in **Table 4.1** below, while screen shots of the routes are identified on Plan 4.

Comparison of Walking Distances		
Destination	Summerhill Road	First Avenue
Premier Store	6800m	750m
Bus Stops on First Avenue	780m	580m
Lidl on Mold Road	1290m	1360m
Gwersyllt station	1,200m	1,350m

Table 4.1 – Comparison of Walking Distances

4.13.4 As can be seen above, the walking distance to the Premier convenience store on Wheatsheaf Lane from the site via Summerhill Road is approximately 680 metres, while the route along First Avenue is around 750 metres.

4.13.5 The table shows that the distance to the bus stops on First Avenue using Summerhill Road is 780 metres, while using First Avenue, the distance is only 580 metres.

4.13.6 The walking distance to the Lidl store on Mold Road is approximately 1,290 metres using Summerhill Road and around 1,360 metres using the alternative route through First Avenue and Wheatsheaf Lane.



4.13.7 The distance to Gwersyllt train station from the site using Summerhill Road is approximately 1,200 metres, while the alternative route is 1.350 metres.

4.13.8 The above assessment has established that only three of the likely destinations would result in a longer walking time using an alternative route to Summerhill Road, those being the Premier convenience store on Wheatsheaf Lane, the Lidl store on Mold Road and Gwersyllt train station.

4.13.9 As such, it is not considered that people would specifically choose to walk along Summerhill Road, given the similar walking distances and lack of footway provision.

4.14 Summary

4.14.1 The pedestrian surveys have established that Summerhill Road currently experiences very low levels of pedestrian footfall.

4.14.2 The audits of the walking routes, detailed in Section 4 have demonstrated that alternative safe routes are available for residents to use.

4.14.3 The comparison of routes and distances has shown that the route along Summerhill Road to the Premier convenience store on Wheatsheaf Lane and the train station are the only destinations that are marginally shorter, but it is considered that this would not influence the route choice and people would be likely to walk on the routes where footways are provided.

4.14.4 On that basis, it is considered that the previously proposed improvements along Summerhill Road would not offer a significant improvement, as residents are likely to use alternative routes. It is also noted that existing residents at Penson Court have a safe route onto Bryn Coed (as shown Plan 4) and so, the omission of the previously proposed improvements is not considered to result in a detrimental impact on road safety, to either new or existing residents.



- 4.14.5 It is therefore considered that the previously proposed works are not required, although the applicant is willing to provide funding for improvements to the wider local pedestrian network, should this be deemed necessary by the local highway authority.



5 ACCIDENT ANALYSIS

5.1 Introduction

5.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken for Top Road and Summerhill Road. The personal injury accident information provided on the website covers the 3 year period between 2016 and 2018, the latest data available.

5.2 Accident Review

5.2.1 The review of the website shows there have been no personal injury accidents on the roads in the immediate vicinity of the site over the last 3 years, including none on Top Road adjacent to the site. However, the records show that one incident took place on Summerhill Road, approximately 70 metres to the north of the Summerhill Road/Moss Road priority junction.

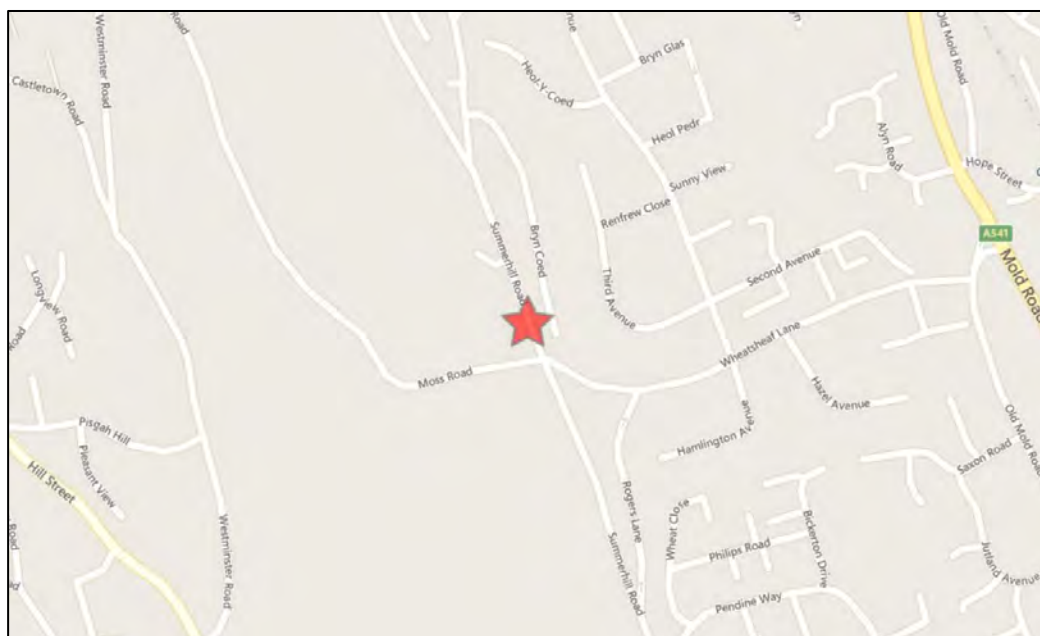


Figure 5.1 – Location of Recorded Accident on Summerhill Road



- 5.2.2 The details show that the accident that took place on Summerhill Road involved a car and a pedal cycle, where the car struck the cyclist while overtaking another moving vehicle. It resulted in a slight injury being sustained by the cyclist.
- 5.2.3 The records show that the weather was dry and fine and it was daylight. The cause of the incident is not clear, although it would appear that either the car driver or cyclist were not paying sufficient attention to other road users. There is no evidence to suggest that there are any particular safety problems along this section of carriageway.

5.3 Accident Summary

- 5.3.1 The accident data reviewed has not identified any untypical accidents.
- 5.3.2 Having considered the accidents that have taken place over the last 3 years in the study area, it is not considered that there are specific accident or highway safety problems in the area.
- 5.3.3 In light of the above, it is not considered that there are specific accident or highway safety problems in the area.
- 5.3.4 It should be noted that the internal layout of the site has been focused on providing safe access for all road users, including pedestrians and cyclists.
- 5.3.5 On that basis, there is no evidence to suggest that the proposed development will have an adverse effect on road safety or the number of accidents in the vicinity.



6 CONCLUSIONS

6.1.1 Croft have been instructed by MacBryde Homes to advise on the traffic and transportation issues relating to proposals to develop a site for residential purposes on land off Top Road in the Summerhill area of Wrexham.

6.1.2 This report has been prepared in support of the planning application and provides information on the pedestrian access and accessibility issues at the site and will form supplementary information to assist in the determination of the current planning application. A number of conclusions can be drawn from this report, namely:

- The proposals will provide substantial pedestrian infrastructure improvements in and around the junction of Top Road/Bottom Road/Summerhill Road.
- The proposals have been demonstrated to be accessible by a range of non-car travel modes.
- The pedestrian route audit has demonstrated all key 'day to day' amenities are accessible by a direct and safe route using existing and proposed pedestrian infrastructure.
- The audit has also demonstrated that there are no existing impediments to walking between the site and the 'day to day' amenities.
- It is considered that improvements to the existing infrastructure along Summerhill Road are not required, as there are other alternative routes with comparable walking distances and times.
- Each of the pedestrian routes would benefit from the potentially improved sections of public rights of way between Bryn Coed and Heol Y Coed.



- The previously proposed works are no longer required, as there are alternative safe routes available for residents at the proposed development to use.

6.1.3 As such, there are no material highways or transport reasons to object to this planning application.

PLANS





PLAN 2

Old Police Station

Grey Holt

PLAS ALYN CR

Tormento FF

BOTTOM ROAD

SUMMERHILL ROAD

Ridge Mount

Tyn-y-coed

Moss Wood

MOSS ROAD

124.7m

EXISTING HEDGECREST

Historic hedgerow
restoration with
new landscaping
(planting native
species)

Existing historic
hedgerow (brown
with stone wall)

EQUIPPED
PLAY AREA

Extension to
Ridge Mount
Down

DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS MUST BE VERIFIED AT THE SITE BEFORE SETTING OUT.
COMMENCING WORK OR MAKING ANY SHOP DRAWINGS.

SCHEDULE OF ACCOMMODATION

Plot No.	Bedrooms	Bathrooms	Kitchens	Living Areas	Garages	Other
Plot 1	3	2	1	1	1	
Plot 2	3	2	1	1	1	
Plot 3	3	2	1	1	1	
Plot 4	3	2	1	1	1	
Plot 5	3	2	1	1	1	
Plot 6	3	2	1	1	1	
Plot 7	3	2	1	1	1	
Plot 8	3	2	1	1	1	
Plot 9	3	2	1	1	1	
Plot 10	3	2	1	1	1	
Plot 11	3	2	1	1	1	
Plot 12	3	2	1	1	1	
Plot 13	3	2	1	1	1	
Plot 14	3	2	1	1	1	
Plot 15	3	2	1	1	1	
Plot 16	3	2	1	1	1	
Plot 17	3	2	1	1	1	
Plot 18	3	2	1	1	1	
Plot 19	3	2	1	1	1	
Plot 20	3	2	1	1	1	
Plot 21	3	2	1	1	1	
Plot 22	3	2	1	1	1	
Plot 23	3	2	1	1	1	
Plot 24	3	2	1	1	1	
Plot 25	3	2	1	1	1	
Plot 26	3	2	1	1	1	
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Plot 28	3	2	1	1	1	
Plot 29	3	2	1	1	1	
Plot 30	3	2	1	1	1	
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Plot 32	3	2	1	1	1	
Plot 33	3	2	1	1	1	
Plot 34	3	2	1	1	1	
Plot 35	3	2	1	1	1	
Plot 36	3	2	1	1	1	
Plot 37	3	2	1	1	1	
Plot 38	3	2	1	1	1	
Plot 39	3	2	1	1	1	
Plot 40	3	2	1	1	1	
Plot 41	3	2	1	1	1	
Plot 42	3	2	1	1	1	
Plot 43	3	2	1	1	1	
Plot 44	3	2	1	1	1	
Plot 45	3	2	1	1	1	
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Plot 56	3	2	1	1	1	
Plot 57	3	2	1	1	1	
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Plot 59	3	2	1	1	1	
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Plot 68	3	2	1	1	1	
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Plot 91	3	2	1	1	1	
Plot 92	3	2	1	1	1	
Plot 93	3	2	1	1	1	
Plot 94	3	2	1	1	1	
Plot 95	3	2	1	1	1	
Plot 96	3	2	1	1	1	
Plot 97	3	2	1	1	1	
Plot 98	3	2	1	1	1	
Plot 99	3	2	1	1	1	
Plot 100	3	2	1	1	1	

Key:

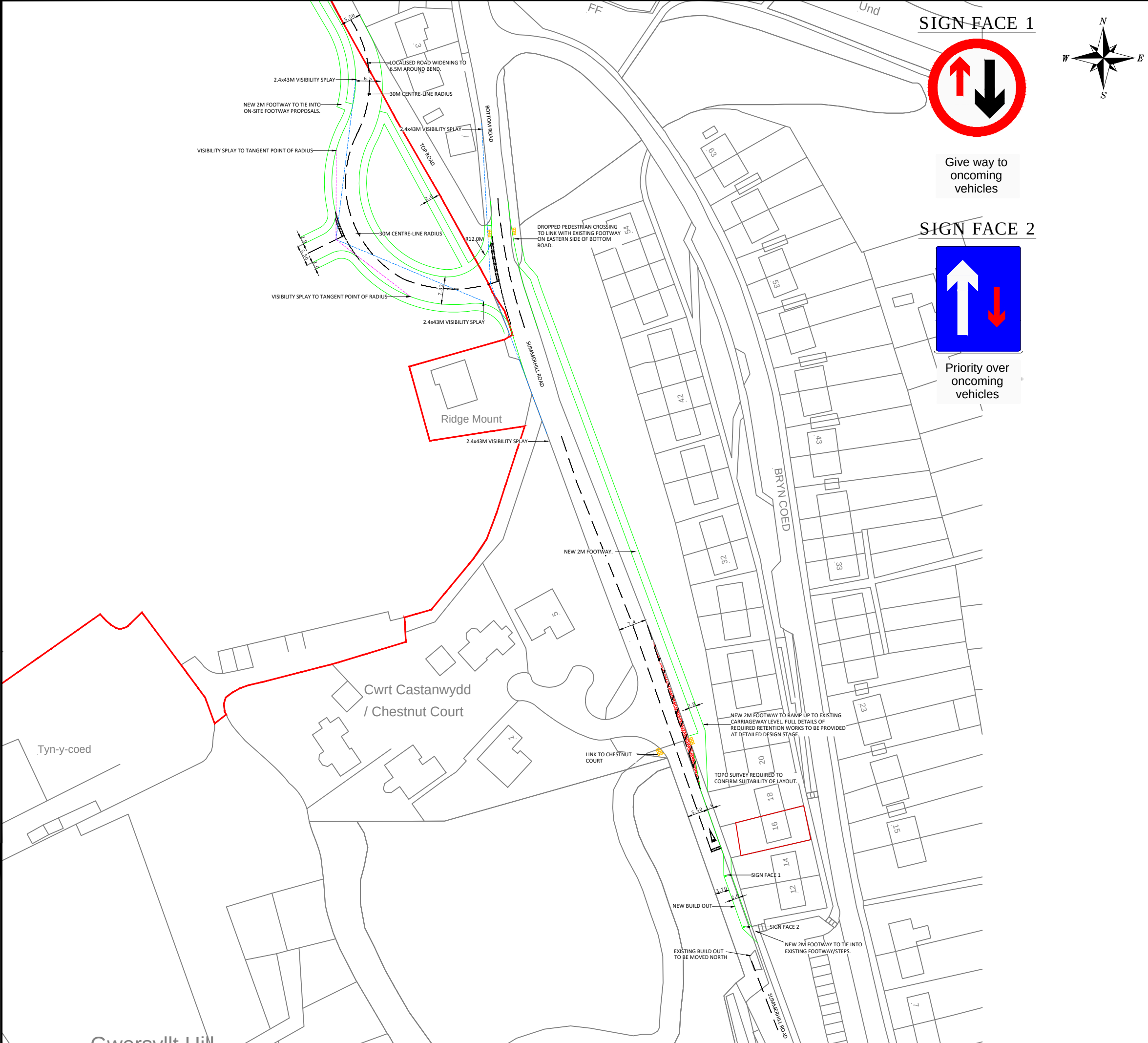
- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Feature Junction / Square
- Private Drive
- Visibility Splays - 2.4x50m to Site Entrance and 2.4x25m to internal estate road junctions and private drives
- Indicative Landscaping
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings - All driveway dimensions to LPGN 16 minimum standards and 'Parking and Driveway Arrangements' Standard Detail
- Parking space allocation to Terraced Dwellings
- Knee rails to parking bays to Warwick/Stratford Housetypes

Rev.	Description:	Date:
A	Turning head to front of Plots 68 & 69 enlarged.	18.10.17

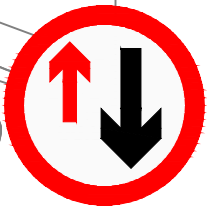


Macbryde Homes Limited,
Macbryde House, Unit 28,
St. Asaph Business Park,
Fordd Richard Davies, St Asaph,
Denbighshire. LL17 0LJ.
Tel. 01745 536677
Fax. 01745 536688

Site:	Top Road, Sumerhill, Wrexham
Title:	Proposed Site Plan
Scale:	1:500@A1
Date:	23.03.17
Ref:	TRS-SP01
Rev:	A

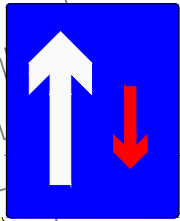


SIGN FACE 1

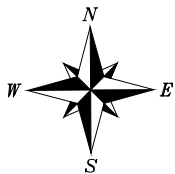


Give way to
oncoming
vehicles

SIGN FACE 2



Priority over
oncoming
vehicles



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
MACBRYDE HOMES

PROJECT:
TOP ROAD, SUMMERHILL

DRAWING TITLE:
PROPOSED FOOTWAY IMPROVEMENTS

SCALES:
1:1000 @ A3

DRAWN: JC	CHECKED: MR	DATE: JUN 19
---------------------	-----------------------	------------------------

Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

Email: info@croftts.co.uk
Tel: 0161 667 3746
Web: www.croftts.co.uk

CROFT

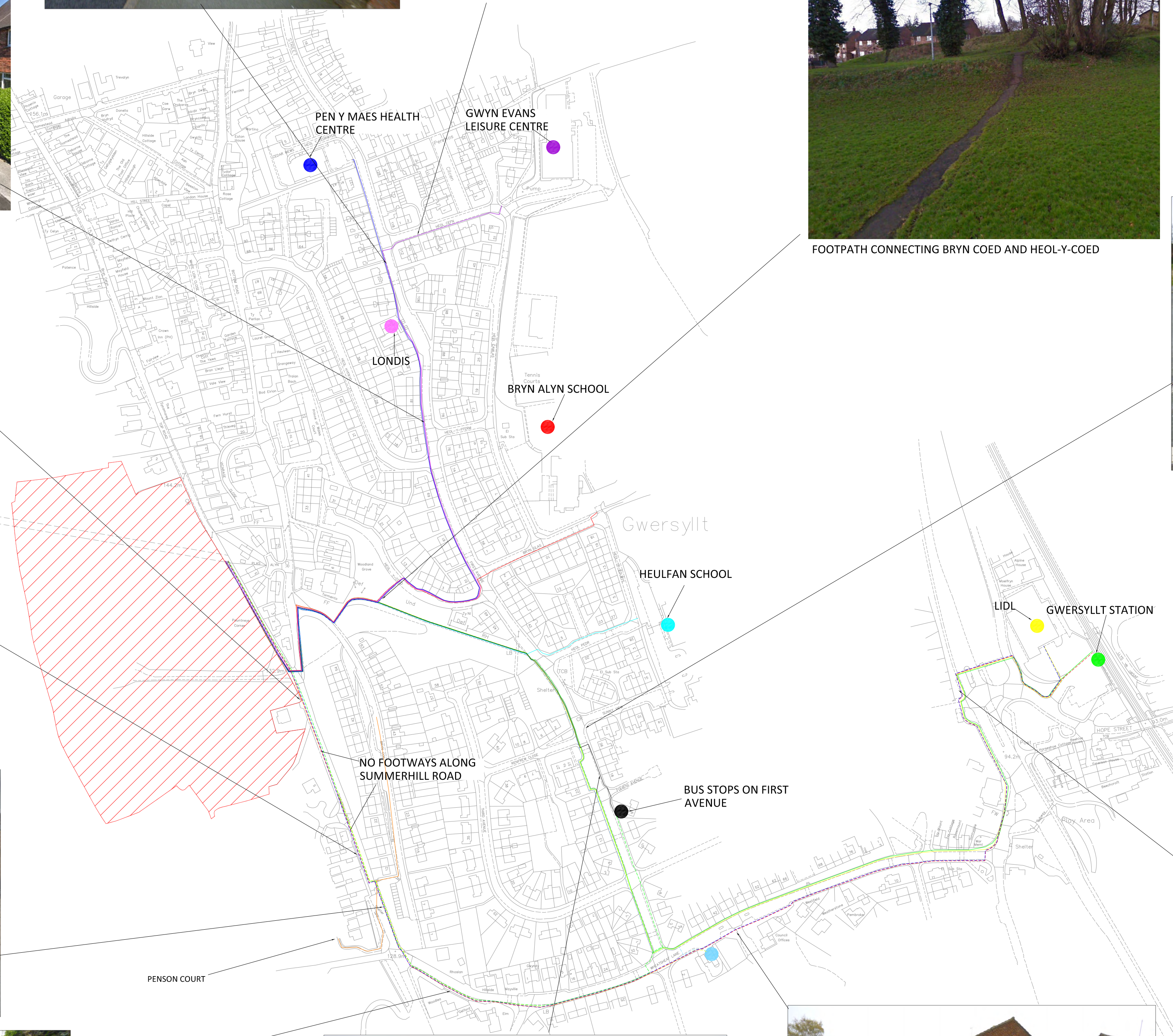
DRAWING NUMBER: 1772-F05	REVISION: -
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FOOTPATH CONNECTING BRYN COED AND HEOL-Y-COED



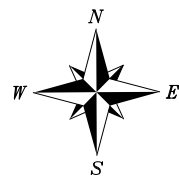
UNCONTROLLED PEDESTRIAN CROSSING ON FIRST AVENUE



UNCONTROLLED PEDESTRIAN CROSSING ON WHEATSHEAF LANE



SIGNALISED CROSSING ON MOLD ROAD



NOTES

WALKING ROUTES

- SITE BOUNDARY
- BRYN ALYN SCHOOL (520 METRE / 6 MINUTES)
- LIDL (1360M/ 16 MINUTES)
- GWERSYLLT STATION (1350 METRES/ 16 MINUTES)
- HUELFAN SCHOOL (515 METRES/ 6 MINUTES)
- PEN Y MAES HEALTH CENTRE (720 METRES/ 6 MINUTES)
- GWYN EVANS LEISURE CENTRE (780 METRES/ 9 MINUTES)
- LONDIS (610 METRES / 7 MINUTES)
- BUS STOPS ON FIRST AVENUE (580 METRES / 7 MINUTES)
- PREMIER CONVENIENCE STORE (750 METRES / 9 MINUTES)
- PENSON COURT
- PREMIER CONVENIENCE STORE USING SUMMERHILL ROAD (680 METRES / 8 MINUTES)
- LIDL USING SUMMERHILL ROAD (1290 METRES / 15 MINUTES)
- GWERSYLLT TRAIN STATION USING SUMMERHILL ROAD (1290 METRES / 15 MINUTES)
- BUS STOPS ON FIRST AVENUE USING SUMMERHILL ROAD (780 METRES / 9 MINUTES)

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT: MACBRYDE HOMES

PROJECT: TOP ROAD, SUMMERHILL

DRAWING TITLE: PEDESTRIAN ROUTE PLAN

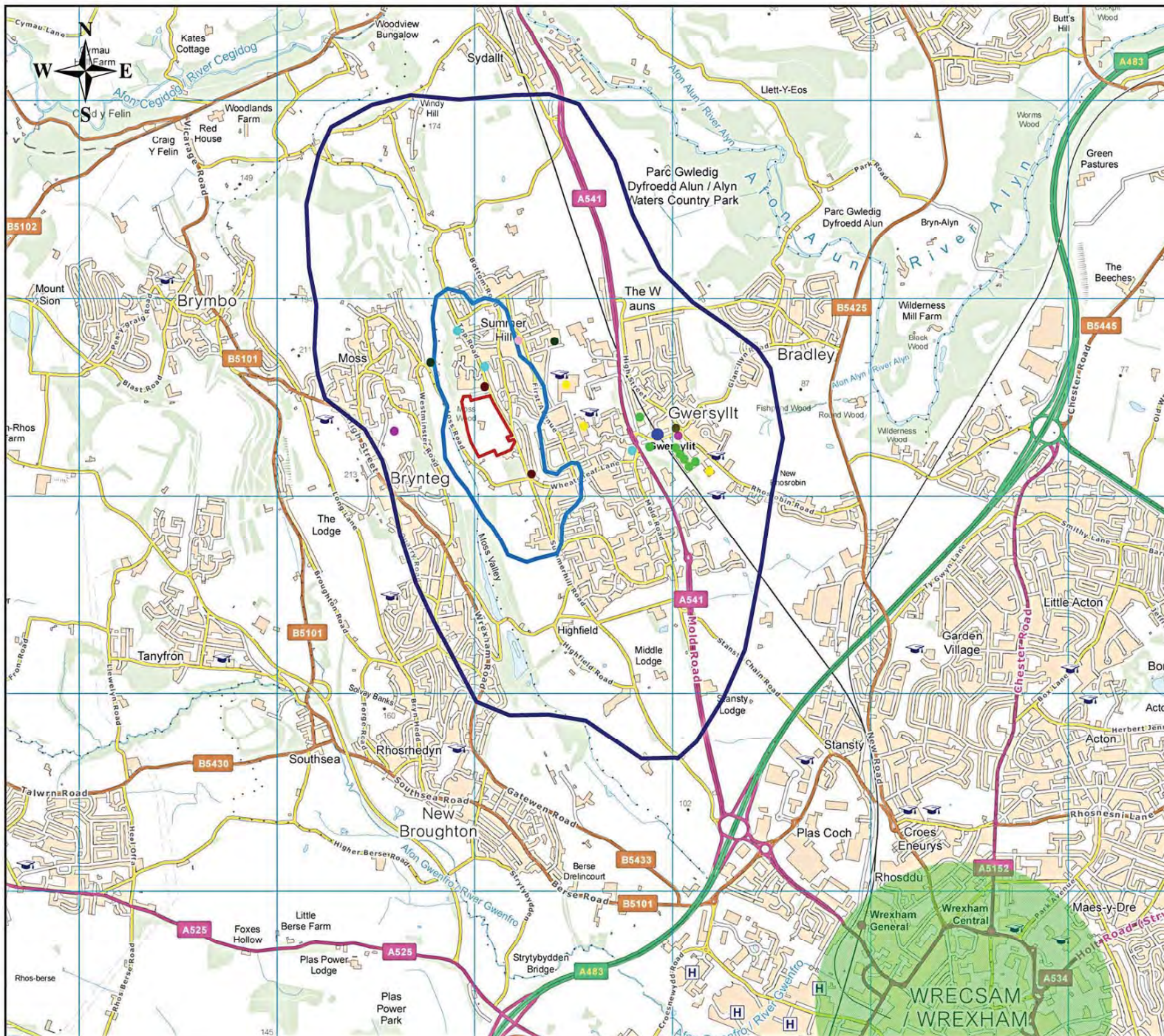
SCALES: 1:2500 @ A1

DRAWN: GM CHECKED: PJW DATE: APR 19

Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

Email: info@crofts.co.uk
Tel: 0161 667 3745
Web: www.crofts.co.uk

DRAWING NUMBER: 1772-F04 REVISION: C CROFT



NOTES

- Site
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Bus Stops within 400m
- Education
- Retail
- Wrexham Centre
- Healthcare/Medical
- Community Facilities
- Cafe/Takeaway/Public House
- Leisure/Sport
- Dentist
- Train Station

PLAN 6

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
MACBRYDE HOMES

PROJECT:
**PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF TOP ROAD
SUMMERHILL, WREXHAM**

DRAWING TITLE:
**800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALE:
1:20000 @ A3

DRAWN: SM	CHECKED: MTC	DATE: 30.03.17
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9 Jordan Street,
Manchester,
M15 4PY
Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

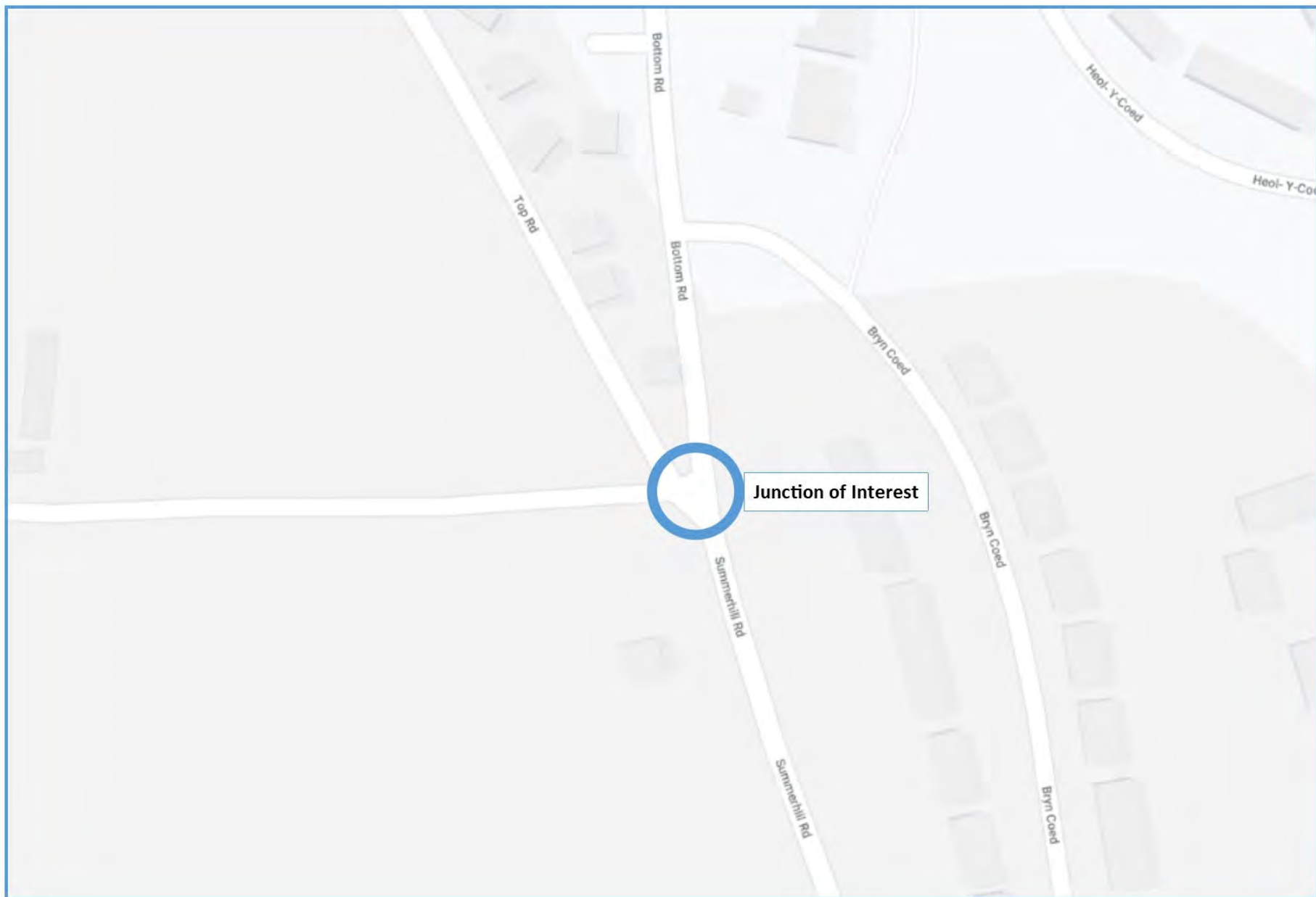
croft
Transport Solutions

DRAWING NUMBER: 1772-03	REVISION:
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APPENDICES

APPENDIX 1

Pedestrian Survey Data



Wrexham - Manual Traffic Survey, Wednesday 2nd October 2019

Produced by Road Data Services Ltd

Junction: Bottom Road / Summerhill Road / Top Road

Approach: Bottom Road

TIME	S/B to Summerhill Road			Right to Top Road		
	ADULT	CHILD	TOTAL	ADULT	CHILD	TOTAL
0700 - 0715	1	0	1	2	0	2
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	1	0	1	0	0	0
Hourly Total	2	0	2	2	0	2
0800 - 0815	1	0	1	1	1	2
0815 - 0830	1	0	1	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	1	0	1	0	0	0
Hourly Total	3	0	3	1	1	2
0900 - 0915	0	0	0	1	0	1
0915 - 0930	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	1	0	1
Hourly Total	0	0	0	1	0	1
1200 - 1215	0	0	0	0	0	0
1215 - 1230	1	0	1	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1300 - 1315	1	0	1	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	1	1	2	0	0	0
Hourly Total	1	1	2	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	1	0	1	0	0	0
Hourly Total	1	0	1	0	0	0
1600 - 1615	1	0	1	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1700 - 1715	0	0	0	1	0	1
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
TOTAL	10	1	11	6	1	7

Wrexham - Manual Traffic Survey, Wednesday 2nd October 2019

Produced by Road Data Services Ltd

Junction: Bottom Road / Summerhill Road / Top Road

Approach: Summerhill Road

TIME	Left to Top Road			N/B to Bottom Road		
	ADULT	CHILD	TOTAL	ADULT	CHILD	TOTAL
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	1	0	1
0730 - 0745	0	0	0	1	0	1
0745 - 0800	0	0	0	1	0	1
Hourly Total	0	0	0	3	0	3
0800 - 0815	1	0	1	1	0	1
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	1	0	1	1	0	1
0900 - 0915	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1000 - 1015	1	0	1	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1100 - 1115	0	0	0	3	0	3
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	3	0	3
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	1	0	1
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1300 - 1315	1	0	1	0	0	0
1315 - 1330	1	0	1	1	0	1
1330 - 1345	0	0	0	0	0	0
1345 - 1400	1	0	1	0	0	0
Hourly Total	3	0	3	1	0	1
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	2	0	2	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	2	0	2	0	0	0
1600 - 1615	0	0	0	0	0	0
1615 - 1630	1	0	1	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
TOTAL	8	0	8	9	0	9

Wrexham - Manual Traffic Survey, Wednesday 2nd October 2019

Produced by Road Data Services Ltd

Junction: Bottom Road / Summerhill Road / Top Road

Approach: Top Road

TIME	Left to Bottom Road			Right to Summerhill Road		
	ADULT	CHILD	TOTAL	ADULT	CHILD	TOTAL
0700 - 0715	2	0	2	1	0	1
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	1	0	1
Hourly Total	2	0	2	2	0	2
0800 - 0815	1	0	1	0	0	0
0815 - 0830	0	0	0	1	0	1
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	1	0	1	1	0	1
0900 - 0915	0	0	0	0	0	0
0915 - 0930	0	0	0	2	0	2
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	2
1000 - 1015	2	0	2	0	0	0
1015 - 1030	1	0	1	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	3	0	3	0	0	0
1100 - 1115	0	0	0	1	1	2
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	1	1	2
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	2	2
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	2
1600 - 1615	1	0	1	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
TOTAL	7	0	7	6	3	9

Wrexham - Manual Traffic Survey, Saturday 5th October 2019

Produced by Road Data Services Ltd

Junction: Bottom Road / Summerhill Road / Top Road

Approach: Bottom Road

TIME	S/B to Summerhill Road			Right to Top Road		
	ADULT	CHILD	TOTAL	ADULT	CHILD	TOTAL
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	1	0	1	0	0	0
0815 - 0830	1	0	1	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	2	0	2	0	0	0
0900 - 0915	0	0	0	1	0	1
0915 - 0930	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	1	0	1	0	0	0
Hourly Total	1	0	1	1	0	1
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	1	0	1	0	0	0
1130 - 1145	2	0	2	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	3	0	3	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	2	2	4
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	2	2	4
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1400 - 1415	1	0	1	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1500 - 1515	1	0	1	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1600 - 1615	0	0	0	1	0	1
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1700 - 1715	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
TOTAL	9	0	9	4	2	6

Wrexham - Manual Traffic Survey, Saturday 5th October 2019

Produced by Road Data Services Ltd

Junction: Bottom Road / Summerhill Road / Top Road

Approach: Summerhill Road

TIME	Left to Top Road			N/B to Bottom Road		
	ADULT	CHILD	TOTAL	ADULT	CHILD	TOTAL
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	1	0	1
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
0800 - 0815	0	0	0	1	0	1
0815 - 0830	0	0	0	1	0	1
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	2
0900 - 0915	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	1	0	1
Hourly Total	0	0	0	1	0	1
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	2	0	2	0	0	0
Hourly Total	2	0	2	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	1	0	1	2	1	3
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	1	0	1	2	1	3
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	1	0	1
1445 - 1500	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1600 - 1615	0	0	0	1	0	1
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	1	0	1
1745 - 1800	0	0	0	1	0	1
Hourly Total	0	0	0	2	0	2
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
TOTAL	3	0	3	10	1	11

Wrexham - Manual Traffic Survey, Saturday 5th October 2019

Produced by Road Data Services Ltd

Junction: Bottom Road / Summerhill Road / Top Road

Approach: Top Road

TIME	Left to Bottom Road			Right to Summerhill Road		
	ADULT	CHILD	TOTAL	ADULT	CHILD	TOTAL
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0
0915 - 0930	1	0	1	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	2	0	2
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	2
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	1	0	1
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	1	0	1	0	0	0
Hourly Total	1	0	1	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	1	0	1	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1400 - 1415	0	0	0	0	0	0
1415 - 1430	2	2	4	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	2	2	4	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	1	0	1	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1
Hourly Total	0	0	0	1	0	1
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
TOTAL	6	2	8	4	0	4



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